

Flight

First Aero Weekly in the World.

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport.

OFFICIAL ORGAN OF THE AERO CLUB OF THE UNITED KINGDOM.

No. 31. Vol. I.]

JULY 31ST, 1909.

[Registered at the G.P.O.]
as a Newspaper.

[Weekly, Price 1d.
Post Free, 1½d.]



M. BLERIOT'S CHANNEL FLIGHT.—Enthusiastic scene at the arrival of the maker of history at Victoria Station on Monday morning, *en route* for the congratulatory luncheon at the Savoy Hotel, given by the *Daily Mail*, and a prize, £1,000, was presented to him. By M. Bleriot's side in the car is

THE CHANNEL AS A POPULAR EDUCATOR.

As far as those who are interested in flight are concerned, the achievements of the current season must be allowed to have already exceeded the most sanguine expectations. Week after week, practically without interruption since January, there has been something dramatic to record concerning the progress of aerial locomotion. What is even more encouraging, the successive achievements that have fallen to be chronicled have been so notable as to have made an appeal to a far wider circle than that relatively small section of humanity which, having faith in man's power to ride the wind at will, has made a special study of the subject for some years past. The class of performance to which we refer has received the widest publicity in the pages of the daily and general Press. One wonders if it has struck those who are concerned with the development of the heavier-than-air type machine that, if we except the fortunes spent on producing Ader's "Avion" and, possibly, Sir Hiram Maxim's "Many-tonner," as much money has been spent during the last twelve months in telegraphing reports and securing and publishing photographs of incidents connected with aeroplaning as has been employed by experimenters collectively in evolving their machines. If one were to collect the bills of the world's general Press in this connection over the period in question, it would be found that not tens but hundreds of thousands have been so spent.

The first reflection of the poor inventor will be that it is a great pity that that money had not been spent in assisting him to put his ideas into practice. But reflection will doubtless make it apparent to most minds that those vast sums have been laid out to good purpose. Why have inventors—whose merits we will allow for argument's sake at the moment—failed to secure support in the past? Because the public has not believed in the possibility of mechanical flight. Now the sums that have been expended on conveying to all who read periodical publications in the four corners of the earth, by printed telegram and by printed picture, the indisputable evidence of the reality and practical work of flight, would not be sufficient, if divided equally among all the inventors in question at the moment, to enable any one of them to make material progress with his work; whereas the actual expenditure in question has assisted everybody interested in flight by getting the world, irrespective of nationality or of the station of life of the individual, to believe in mechanical aerial travel.

On retiring to bed on Saturday night, it is certainly no exaggeration to estimate that not more than one man in a thousand in these islands, or for that matter, throughout the world, really credited in his heart of hearts the possibility of aeroplaning across the Channel during the present summer. By mid-day on Monday, at latest, the continents of North and South America, of Australia, Europe, and the leading centres in Asia, were agog with the news of the actual realisation of that ambition. To bring this about meant the expenditure of thousands of pounds on telegrams, but, as the commercial mind would say: "What an advertisement!" And it is not in essence an advertisement for M. Bleriot personally. If it were, the very scale of it would have made him a millionaire in a day. It is an advertisement for the cause of mechanical flight pure and simple, and therefore even at the moment when we are congratulating the brilliant French engineer on his prowess, were he not the modest

man he is, in turn he would be congratulating the flying movement on the splendid advertisement that he has given it. For those things he has done, and those things that Hubert Latham has half done, give pause even to the unthinking sections of the public.

When a man possessed of all his faculties cannot believe anything, there is only one way of enabling him to do so. Argument must be dropped and ocular demonstration must be substituted. If a child will not believe that fire burns, he must be allowed to touch the hot bars of a grate, or to light a match and scorch his fingers. Either process is as prompt and effective as it is painful. Never again is there any argument from that child concerning the question as to whether fire burns or whether it does not. We have to go on the same lines in regard to teaching the world that the thing that has not been since time immemorial is now in being. Nobody doubts the possibility of a spherical balloon rising into the air and and so carrying men and women in a car. But the public does not believe that you can guide balloons at will, or that aeroplaning is any more advanced than a series of chance flutterings. Even the point-to-point flights overland of Farman and of Bleriot last year were held by the great majority outside France to be only lucky glidings under power, while the marvellous manoeuvres of the Wrights and their pupils, grudgingly credited because the evidence of them was beyond all dispute, were apt to be looked on as mere mid-air gambols over a playground, because those inventors never went from point-to-point.

But the world knows the Channel. Even those who have not crossed it can appreciate the position of affairs, because they understand that we in this country dwell on an island. Now, the nearest distance that a crow can fly from France to England is about sixteen miles, therefore before a machine can essay to journey by air from France to England without alighting—for it could not reach the farther coast once it did come down on the surface of the waters—the means and the mechanism must be very much more substantial and serviceable things than are mere toys. Within thirty hours of M. Bleriot's achievement the whole civilised world was made aware of the fact that the age of aerial locomotion by mechanical means is no longer of the distant future, but is in very deed of this year in which we are living.

As to the technical phases of the latest and most dramatic feat so far recorded in connection with heavier-than-air machines, it is interesting to find that it stands to the credit of a machine in which the principle of automatic stability has been carried very far indeed; also that, while being exceedingly speedy, the machine in question employs a very modest amount of horsepower, and besides is itself of very small dimensions as these things go. To date, the records for duration of flight stand to the credit of low-powered aeroplanes, for Messrs. Wright do not employ more powerful engines than that M. Bleriot used on Sunday. To draw attention to this matter, however, is not in any way to advance an argument to the effect that aeroplanes will not be fitted with very powerful engines. The only deduction that can be drawn at the moment from the fact is that both these experimenters along two different lines of development have demonstrated that one does not necessarily require enormously powerful engines for successful flight with heavier-than-air machines.

THE BLERIOT SHORT-SPAN MONOPLANE— THE CHANNEL FLYER.

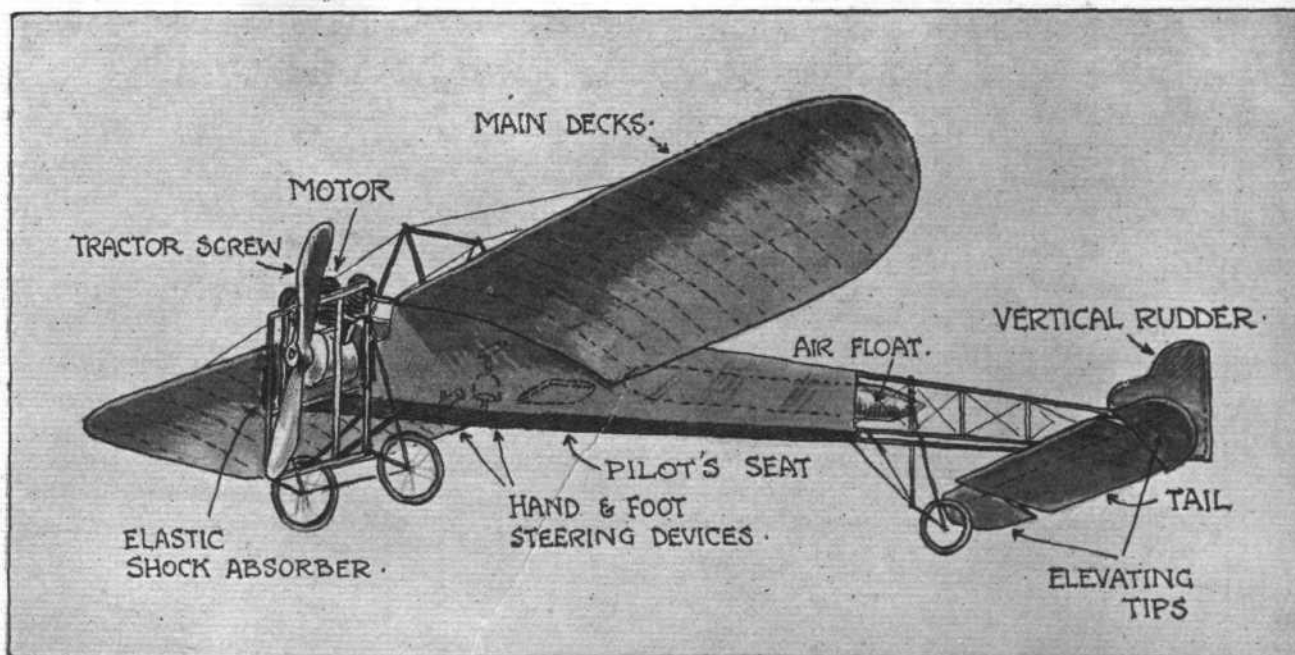
M. BLERIOT has constructed, at one time and another, many flyers. That to which the accompanying illustrations refer is known as "No. 11," and its special feature lies in the fact that it is one of the smallest practical machines ever built. Its greatest achievements are the crossing of the Channel on Sunday, July 25th, 1909, and a cross-country journey of 25 miles as recorded in FLIGHT, page 421. The appearance of this machine at the first Paris Aero Salon in December of last year was the occasion of considerable comment on the part of all interested in the science of aviation, for no one other than M. Santos Dumont—whose "Demoiselle" was hardly to be regarded in the category of full-size machines—had at that time attempted to build anything quite so compact as the short-span flyer which M. Bleriot exhibited. As the result of preliminary experiment some modifications were made of the original dimensions, but the machine itself is still wonderfully compact, and is

as the man who first flew across the Channel, and, as some will have it, thereby destroyed for ever the insular position of England.

M. Bleriot not only taught himself to fly, but he achieved flight with a monoplane of his own design; further, in his "No. 11" he developed the one-deck principle in a manner which has placed the seal of success on this type of machine, although it has not altered the fact that the monoplane still remains the racer of the air.

General Characteristics.

Being a monoplane, the Bleriot flyer "No. 11" has of course only one deck, or, to be more descriptive, one pair of wings, for it is common to refer to the deck of a monoplane as a pair of wings, since the construction differs from that common in biplanes on account of the position of the main frame which divides the deck in the centre and thus causes each half to jut out like an



Diagrammatic sketch illustrating the principal features of the Bleriot monoplane.

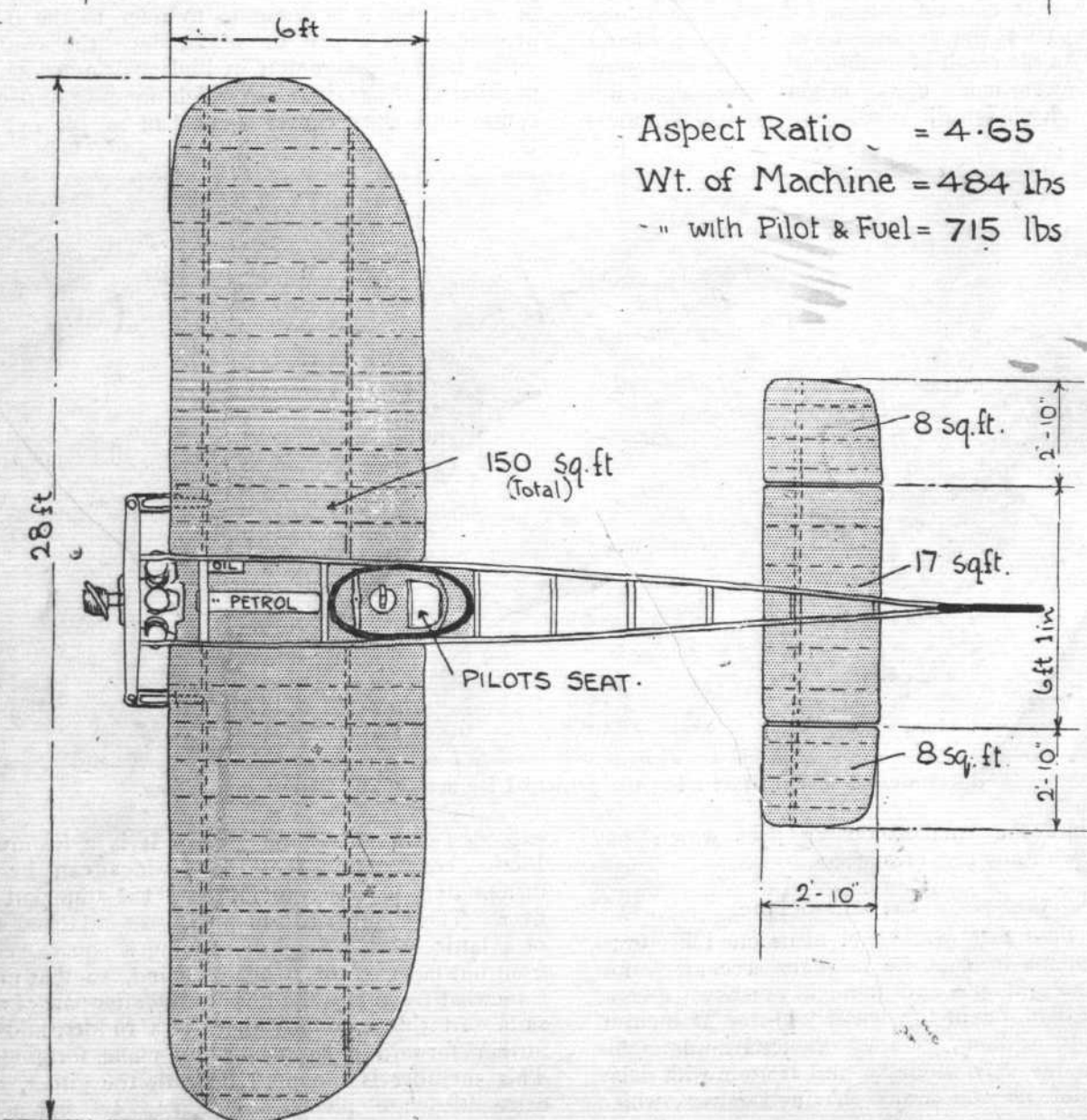
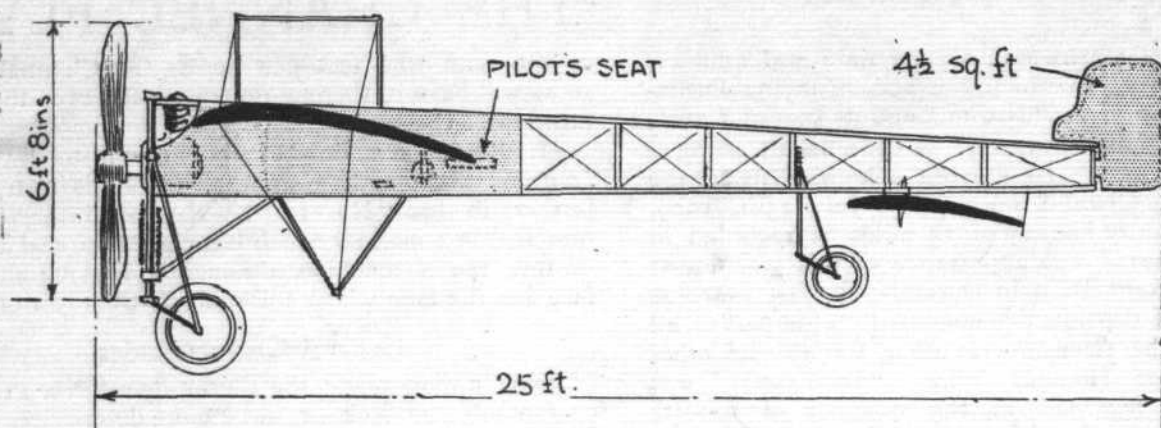
altogether quite the smallest-looking flyer which has hitherto met with any sort of success.

Champion of the Monoplane.

From the time that M. Bleriot abandoned his over-water experiments in 1906 he has been a champion of the monoplane principle, and none have shown greater perseverance than he in the mastery of the problem of flight along these lines. He experienced innumerable difficulties in his early attempts and he met with delay after delay, for he was always having mishaps which damaged his flyer, although they never once placed him *hors de combat* personally. This latter fact was, it may almost be said, his only consolation, for there were not wanting critics in those days who doubted his ultimate success, and it must be remembered that Wilbur Wright had not then encouraged Europe with his epoch-making demonstrations of what could be done in the air. That patience and pe

extended wing from the body. It is a feature of the Bleriot construction that these wings can be readily dismounted in order to facilitate the transport of the flyer. The member to which they are attached consists of a lattice-work box girder having a square section in front but tapering to an edge behind, so that in plan it somewhat resembles the lines of the after-part of a racing skiff. At this extremity there is a rudder, and a little further forward a supplementary plane forming a tail. This member is mounted beneath the girder, and its extremities are pivoted so as to be independently movable for the purpose of control.

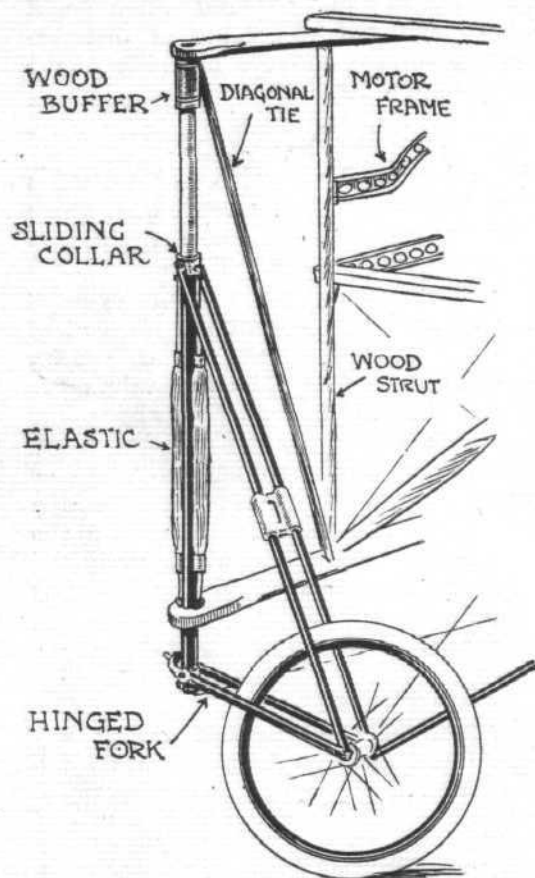
The pilot sits in the main frame, slightly forward of the rear edge of the main wings, and the situated a corresponding amount in front of the edge, and is immediately above a two-wheel which carries the weight of the fore part of when it is resting on the ground: the rear flyer rests on a wheel of small diameter.



two-bladed tractor-screw, made of wood. Jutting out above the main-frame, between the pilot's seat and the engine, is a light triangular steel frame, which originally carried a small fin, but has since been deprived of this member. The frame itself remains, however, as it is used in connection with the staying of the main wings.

The Main Wings.

The main wings, which, as already explained, consist of two single members which are independently detachable from the main framework, are each built up around



Sketch of the suspension on the Bleriot monoplane "No. 11," showing the elastic shock absorbers and the sliding collar.

each wing is entirely of wood, and has a built-up channel section. The wings are double-surfaced with Continental fabric, that is to say, the ribs and spars are entirely enclosed top and bottom by this water-proof material, and therefore present a perfectly smooth contour on both faces. At the maximum point, the thickness of the wings is about $3\frac{1}{2}$ ins., but the front edge and the trailing edge are both sharp. Transversely the wings form a straight line, but in fore and aft section they are cambered in accordance with the usual practice, and the maximum amount of camber is about $3\frac{1}{2}$ ins. This point occurs a little less than a third of the distance from the leading edge. The extremities of the wings are rounded off in a manner which is clearly indicated in our accompanying drawing.

Having a span of 28 ft. and a chord of 6 ft., the aspect ratio is only 4.65 and the area 150 sq. ft.

Supplementary Surfaces.

The supplementary surfaces on the Bleriot flyer consist of a monoplane tail having pivoted extremities, and a rudder. The overall span of the tail, including the

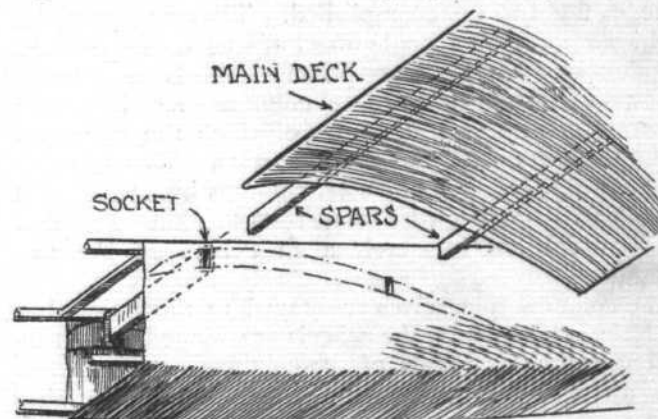
two transverse wood spars having a solid rectangular section measuring about 3 by $\frac{3}{4}$ ins. At frequent intervals, about 7 ins. apart, these two spars are joined by curved ribs, some of which are quite slender pieces of wood having a square section of only about $\frac{1}{4}$ in. square, while others are formed by strips of aluminium, reinforced in front by a strip of wood. The main rib at the inner extremity of

tip, is approximately two-thirds that of the main wings, and the area is about one-fourth as great. The pivoted tips are approximately square, and have an individual area of about one-fourth that of the full area of the tail. The rudder, which is shaped in accordance with the constructional requirements, has an area of approximately $4\frac{1}{2}$ sq. ft. It is situated about 13 ft. behind the rear edge of the main wings, and is pivoted about 18 ins. behind the rear edge of the tail.

The construction of the tail is similar to that of the main wings, except that the principal transverse spar consists of a steel tube. The central portion of the tail, which is rigid in flight, can be adjusted in respect to its angle of incidence.

The Control.

The pilot of the Bleriot monoplane "No. 11" sits on a low board raised but a few inches above the floor of the main girder, and rests his back against a leather strap. His feet are placed upon a pivoted cross-bar, by means of which the rudder is operated, and vertically in front of the pilot's seat is a lever for warping the wings and con-



Sketch showing how the main wings of the Bleriot monoplane "No. 11" are made detachable from the frame.

trolling the pivoted tips on the tail by means of wires. This lever is mounted in a somewhat peculiar manner, and has a curious inverted cup-shape fitting upon its lower end, which forms the subject of a Bleriot patent No. 21497 of 1908. It is manipulated with the left hand, while the right is free to control the throttle and ignition-levers, and also, as occasion requires, to operate a rubber bulb of the scent-spray variety for the purpose of increasing the pressure in the lubricating tank, as the sight-feed fitting has, for convenience, been placed somewhat above its lowest level.

Balancing is controlled by warping the main wings, while the tips of the tail—which work together—perform the usual functions of an elevator.

Constructive Detail.

First and foremost in the constructive details of the machine comes the mounting of the main wings. Mer has already been made of the fact that each wing is built up of about two main spars, and it is these members which are employed for the attachment. The front spar, the more important of the two, juts out from the fuselage for a matter of 12 ins. or so, and is fitted into a socket formed by a hollow rectangular aluminium, mounted rigidly on the main machine. When in place, the joint is secured by bolts. The other main spar projects on the opposite side and is merely bolted to a simple aluminium plate fastened at the side of the frame.

The main frame itself is constructed of ash and is braced at intervals with wood struts and diagonal wire ties, which are fitted with tighteners.

The attachment of the tail is another interesting detail equally remarkable for its simplicity. The weight of this member is carried by the lower principal longitudinal members of the main frame, to which it is fastened by a pair of channel-section aluminium clips. It is important to bear in mind that the clips are of channel section and therefore partially embrace the rectangular ash beam, thus necessitating only the lightest of bolts to complete the fastening. The bracket extension of these clips carry the main transverse bar of the tail which, as before-mentioned, is a steel tube, and the mounting is so arranged that the tail can pivot upon this bracket as a hinge. The tailing edge of the tail is fitted with a little lug which is bolted to a bracket drilled with holes at frequent intervals so that the angle of incidence of the tail can be set with some nicety.

Chassis and Suspension.

A pair of large bicycle wheels mounted on castor brackets serve to support the fore part of the machine when it is on the ground, and enable the initial run which precedes flight to be accomplished. The rear part of the machine rests upon a single wheel of smaller dimensions. The chassis to which the two principal wheels are attached consists of a pair of tubular steel columns braced together by two wooden beams, upon one of which the front end of the main frame of the machine rests. This beam is stayed to the heads of the steel columns by a steel strap so arranged that the girder frame rests in a kind of cradle. The upper beam is merely a strut between the two columns.

The columns themselves are stayed to the frame, but the forks which carry the wheels are hinged as well as pivoted to the lower ends of the columns, and the wheel hubs are stayed independently to loose collars that ride upon a portion of the upper ends of the columns which are there turned smooth to receive them. These collars are anchored to the lower ends of the columns by a pair

of very strong elastic bands, and it is these pieces of elastic which constitute the main suspension. Inside the hollow columns are springs used for the purpose of returning the wheels to their normal positions after they have been deflected to one side or the other while running along the ground. The connection between the springs and the wheel brackets is carried out by means of a single flexible wire, working over a swivelling pulley.

As the chassis wheels rise and fall over uneven ground they cause the sliding collars to which they are braced to ride up and down on the vertical columns, and the wear which has taken place on this part of the machine is distinctly noticeable; in fact, the marking is suggestive that the collars are apt to jam, behaviour which might otherwise have been expected on account of their extremely short bearing surface, and the obliquity of the thrust which they have to resist.

The Engine.

The engine with which the Bleriot "No. 11" is fitted is a 25-h.p. 3-cylinder Anzani of the semi-radial type, which means to say that the cylinders jut out radially from the upper half of the crank-chamber. The motor is air-cooled, and has auxiliary exhaust ports in the cylinder walls, which are uncovered by the piston at the end of its stroke. The main exhaust valves are, of course, mechanically operated, but the induction valves are automatic, and are situated immediately above the exhaust valves.

As the result of the semi-radial construction, the engine is extremely compact, great economy being especially noticeable in the length. The engine is attached to the machine by four channel-steel brackets which are bolted to the faces of the crank-chamber, and are drilled at intervals to the web for the sake of lightness.

The bore and stroke of the motor are 100 by 150 mm.

The Float.

During the Channel flight an inflated air-bag was attached inside the frame between the pilot and the tail to act as a float in water.

AERO CLUB BANQUET TO M. BLERIOT.

OWING to the very short notice it was possible to give, the banquet of honour arranged by the Aero Club of the United Kingdom, was more or less informal. That, however, did not detract from the enthusiasm of those at the function. Also, in view of the fact that M. and Madame Bleriot had arranged to return to France by the night boat, speeches had to be reduced to a minimum. The room in which the dinner was held at the Hotel Ritz was decorated with the British and French flags intertwined, and the table decorations consisted of red, white and blue flowers, while in a prominent position was a model sugar of the Bleriot monoplane.

Just as the guests were assembling, the news arrived of Latham's second attempt to cross the Channel, and was more sincere in their sympathy than M. and Madame Bleriot. M. Bleriot thought that Mr. Latham had the same difficulty that he did, namely, that the wind blew off the English cliffs which made it difficult to ascend to land.

At the banquets of King Edward and the President of the Republic had been duly honoured, the Hon. Roger Wallace, proposed the health of M. Bleriot, and presented him with the Gold Medal of the

Club. Mr. Wallace said they could not allow the occasion to pass without saying something of the wonderful achievement of M. Bleriot, whose name, like that of many others who were taking the lead in the science of aeronautics, had been prominent in connection with the automobile movement. M. Bleriot, replying in French, after apologising for having to leave in a hurry, thanked the Aero Club for the splendid welcome they had given him, and asked to be made an active member, so that when he came to England again he would be able to collaborate with the other members of the Club in working for its welfare.

The Chairman, ascertaining that a quorum of the Committee was present, at once proposed the election of M. Bleriot, which was carried with acclamation.

The Hon. C. S. Rolls proposed the toast of the Aero Club of France, and announced M. Bleriot's intentions with regard to the London to Manchester flight, to which we refer elsewhere. M. le Blanc responded and proposed the "Aero Club of the United Kingdom." At 8.30 p.m. prompt, the guest of the evening took his departure for the Paris train as speedily as the admiring guests would permit.

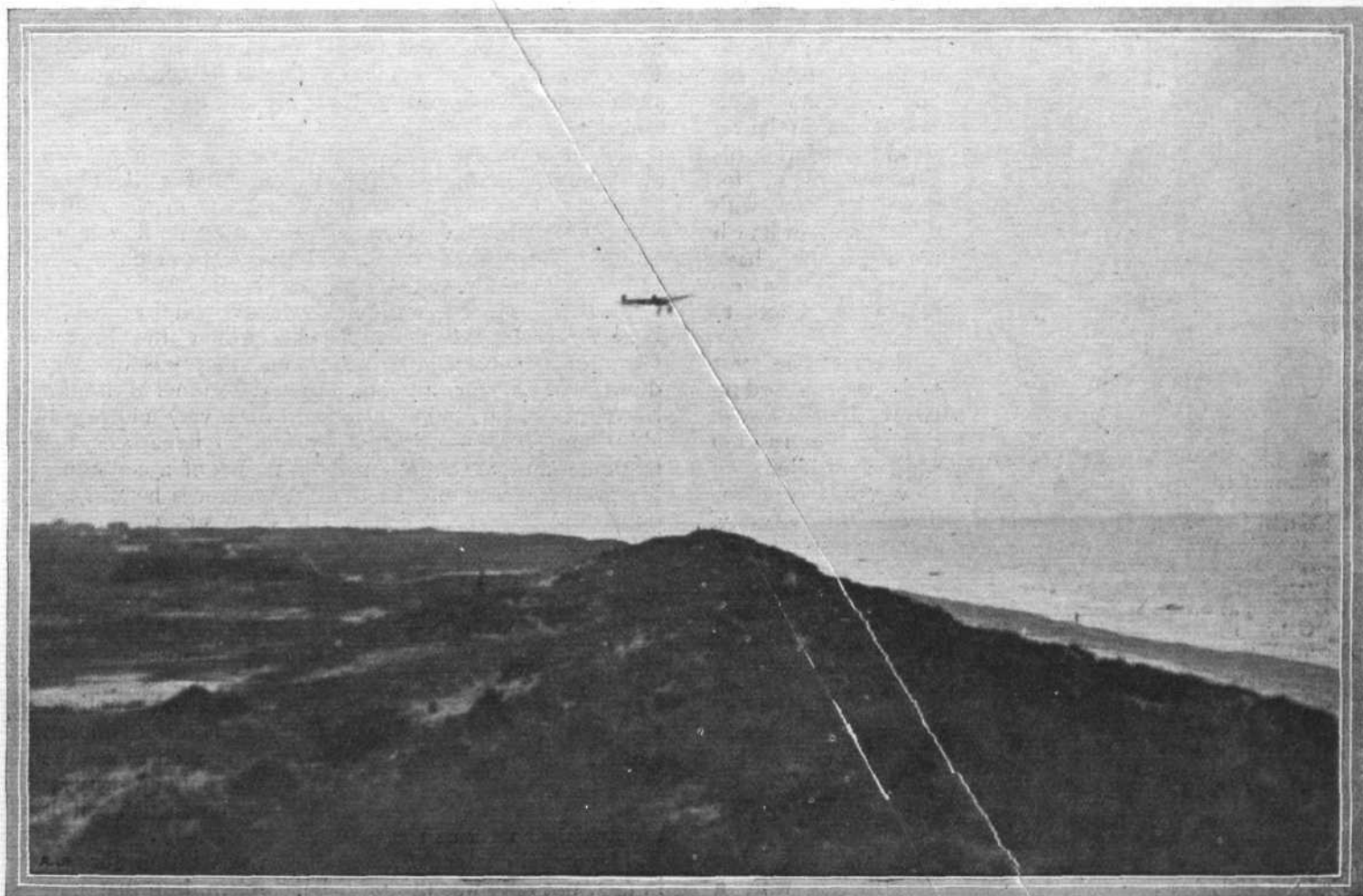
BLERIOT'S CROSS-CHANNEL FLIGHT.

M. BLERIOT'S great success is a fitting sequel to Mr. Latham's splendid failure; there should be no jealousy in comparison, both are working in the cause of flight. M. Bleriot reflects glory on his defeated rival at the same time that he is crowned with the laurels of victory himself. And M. Bleriot deserves his success; how much, none save those who have followed his history in flight know. There were days not long since when M. Bleriot used to tumble with his machine with almost monotonous persistency; yet he kept on, in spite of criticisms. In those days, too, he was still trying to fly a monoplane, and monoplanes were not very popular just then, for there were not wanting critics who almost went as far as saying that they would not fly at all. M. Bleriot is the champion of the monoplane, and he has done more than anyone else to develop it. Moreover, he is engineer and pilot combined, and the machine with which he has crossed the Channel, and thereby traced his name indelibly on the pages of history, is his own machine, the work of his own brain, and if the truth were known, contains, we dare say, a good deal of his own handicraft as well. He is not only a worker, he is a sportsman, is M. Bleriot, and most thoroughly deserves every prize he has won.

It is rather apt to be forgotten how very early M. Bleriot commenced his aviation experiences. As long ago as 1906 an illustration appeared in *The Automotor Journal* of May 26th, of an aeroplane which MM. Bleriot and Voisin had constructed for experi-

mental work on Lake Enghien. It was a curious machine that, but it has this much of especial interest, that it was designed for use over water. In the following year, 1907, M. Bleriot had built and was trying at Issy, near Paris, a monoplane which does not differ in essentials from the machine which is on view this week at Selfridge's. What mishaps he used to have in those days! Almost every other time that he succeeded in getting off the ground he returned to earth with a crash; he always broke something, but it was never himself, always did this persevering pilot seem to bear a charmed life. As a matter of fact, he used to take what precautions he could, and he himself, as we mentioned last week, attributes many of his escapes to a little trick which he had of throwing himself on to one of the wings of his flyer when he saw that a catastrophe was imminent. M. Bleriot worked on the principle that it was impossible to save both man and machine.

When M. Bleriot had advanced in the art of flight until he was easily among the two or three genuine pilots of the day, he conceived the idea of making quite a small machine, which type has since been known as his short-span flyer "No. 11." It was shown first of all at the Paris Salon at the end of last year, and attracted a very great deal of attention on account of its compact appearance. It was such a flyer as many had set their hearts upon, but as many more had deemed impracticable.



M. BLERIOT'S CHANNEL FLIGHT ON SUNDAY MORNING, JULY 25th, 1909.—The start for the crossing from Baraques.

No one foresaw then that this was to be the epoch-making machine with which he should fly 25 miles across country on July 17th and 31 miles across the sea on July 25th. True, the dimensions of the span are somewhat larger as the result of alterations which followed various preliminary experiments, but that it is still to all intents and purposes the same compact machine must have been apparent to all who took the unique opportunity of seeing it at Dover or during the past few days in London at the Selfridge showrooms.

By his two great flights across country and across the Channel M. Bleriot has set the seal of success upon the monoplane principle. His achievements are another huge step in the "coming of the monoplane," about which we had occasion to speak at some length in our issue of June 12th, when Mr. Latham had been making some record flights with a machine of the same class. It is an advance, but it does not alter the problem; the monoplane is still by way of being the racer of the air. M. Bleriot took roughly 40 minutes to cross the Channel, his speed being in the region of 45 miles an hour average, and according to his own account was nearer 50 miles an hour shortly after the start. That is a speed which only a limited number of pilots can be expected to feel safe at in their early experiments. Safety lies in speed, there is much reason to believe, but that is a different kind of safety, and is hardly in the reckoning if the pilot himself is not at home in the air under such conditions.

M. Bleriot is now a master of the upper element, but he worked hard for his degree; on no occasion has his knowledge and skill stood him in better stead than during his Channel flight, for there he met with difficulties which must surely have brought a less experienced pilot to sad grief.

Even at the start there was, according to M. Bleriot's own estimate, a 10-knot wind; while, off Dover, the breeze was double this velocity, and the cliff currents particularly strong. In mid-Channel the wind had dropped, but at the moment of landing it was blowing in all directions.

The Story of the Flight.

It was almost without warning, but nevertheless with a send-off on the French shore from an enthusiastic crowd,

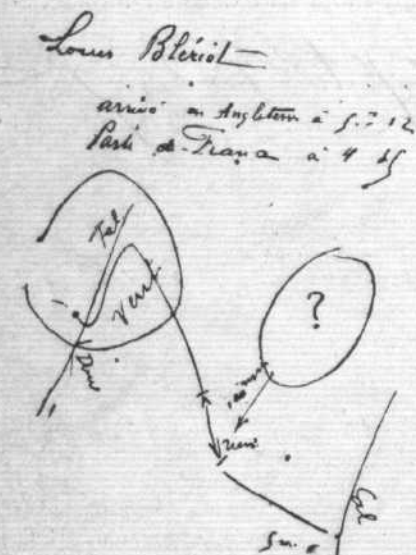
that M. Bleriot flew across the Straits of Dover from Les Baraques, near Calais, to Northfall Meadow at Dover on Sunday, July 25th, thereby incidentally winning the *Daily Mail* £1,000 prize. Taking the week-end as a whole, it has been one of the windiest periods of a particularly unsettled summer, and the previous day had in particular seemed hopeless for any cross-Channel flight. Half a gale had indeed been blowing and a heavy sea running only a few hours before, and hence it is hardly to be wondered at that the feat was as totally unexpected as it was.

When this greatest of all great events in the annals of modern history was taking place the world and his wife were mostly abed, especially this side of the Channel. But M. Bleriot had got up at half-past two in the morning, not feeling very well, had taken a short motor run just to blow the cobwebs away, and that was why he was able to snatch the one brief fine moment that presented itself between the daytime storms of Saturday and Sunday. Seeing that the fates were propitious, he then lost little time in bringing out the flyer, and in spite of his injured foot he quickly carried out a practice flight over the sand-hills between Les Baraques and Sangatte. A little earlier, too, he had notified his intention to start to the destroyer "Escopette," which was consequently at that time standing out to sea, with Madame Bleriot and others already aboard—all anxiously on the look-out for him. Finding everything working properly with his machine, he speedily effected a fresh start, this time flying straight away over the cliffs and heading towards England.

That was at about twenty minutes to five (French time) and it was about twenty minutes past five (also French time) that he landed at Dover. Accounts differ as to the exact moment of departure and descent, and as a matter of fact it is doubtful if any reliable timing was made since M. Bleriot started without a watch as well as without a compass. The distance of the flight was about 31 miles, and hence the speed was in the region of 45 miles an hour. During the crossing he flew at an altitude of 150 ft. to 300 ft., and thus kept much nearer the water than Mr. Latham did on his attempt.

M. Bleriot's monoplane quickly outstripped the torpedo-boat destroyer "Escopette," with which the French Government replaced the "Harpon," that was on duty during Mr. Latham's attempt. In mid-Channel M. Bleriot lost sight of land and of his escort for a very uncomfortably long period—estimated by him to have been ten minutes—and was entirely without means of ascertaining his proper direction. In the circumstances he did the only thing possible, which was to keep straight on, and fortune favouring him, he sighted the English shore off Deal while heading for St. Margaret's Bay. Turning along the coast M. Bleriot flew towards Dover, and put in at a gap in the cliffs where a representative of *Le Matin*, M. Fontaine, was signalling to him with a tricolour flag. The site on which the landing was accomplished was the Northfall Meadow. Although the arrival was noticed from afar by several, and M. Fontaine was on the chosen part of the cliff at Dover, yet even he failed to see the real landing, and P.C. Stanford was the only eye-witness of this great historic event, the landing on British soil of the first flyer to cross the Channel.

The actual contact with terra-firma was rather abrupt; in fact, not only was the propeller broken, but that part of the framework which carries the engine was also damaged. Mishaps of this sort, however, are absolutely negligible by comparison with the success of the main



M. Bleriot's sketch of his cross-Channel flight.—In the *Daily Mail* the above very interesting "chart" sketch by M. Bleriot on Sunday, was published on Monday. The explanation of the drawing is:—The lettering: "Louis Bleriot, arrived in England at 5.12, left France at 4.35," "Cal." in the bottom right-hand corner, means Calais. The black dot is the point of departure, and the line the line of flight. The significant "Rien" and the mark of interrogation indicate the point at which the aviator was for 10 mins. completely lost. "Vent" = wind, and "Fal." = falaise or cliff. "Dou." = Douvres, Dover—and the perpendicular line the lie of the coast. Note how the line of flight is well to the east of Dover and how M. Bleriot's chart illustrates the distance he had to beat westward against the wind before finding a place to land in the Northfall meadow.

issue. Bleriot had crossed the Channel, had won the *Daily Mail* prize, and was none the worse for it, nor in all probability would his machine have been damaged had he been familiar with the site on which he was forced to alight.

Heard Afar Off.

One of the most interesting minor points associated with M. Bleriot's cross-Channel flight, is the manner in which at Dover he was heard afar off by the very few people who happened to be about at the time. The whirring of the motor (doubtless chiefly due to the open exhaust) was quite distinctly audible, according to more than one eye-witness, even while the flyer itself was a mere speck in the distance. The night watchman on the Promenade Pier, in relating his account of the proceedings to the *Daily Telegraph*, says: "I suddenly saw a peculiar object away to the eastward, moving very rapidly across the sky. As it came closer I could hear the whirring of the motor, and I judged that it was one of the flying men who had made a start and had prac-

tically got across." The chief officer of the Coastguard Station similarly relates that he could hear "a continual buzzing when the machine was several miles away."

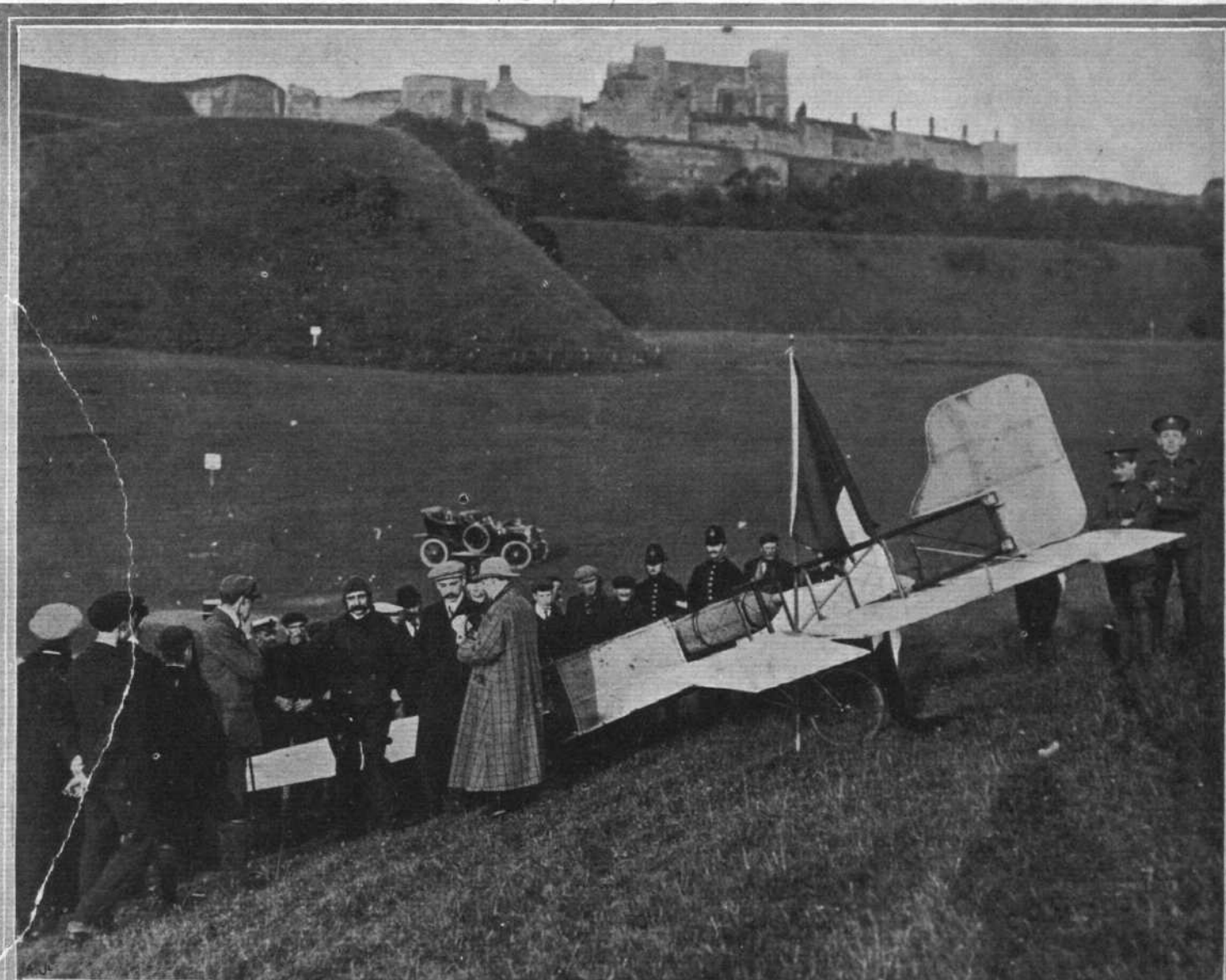
Looked Like a Bird.

Next to the noise of the engine it was the high speed and bird-like appearance of the flyer which principally attracted the attention of those few who were privileged to witness its arrival in England. "The speed was almost incredible," said the chief officer of the Coastguard Station, and certainly the sight of a monoplane coming out of the distance through the air at forty miles an hour or so might be well calculated to appeal to the imagination even of one whose life duty it is to watch all that goes on in the Channel.

M. Bleriot's Last Flight.

According to several reports M. Bleriot has definitely stated that he will give up flying after he has taken part in the Rheims races. *Cherchez la femme* of course, but who shall grudge Madame Bleriot her voice in the matter, now that her husband has done so much.

18759



AN HISTORICAL EVENT.—M. Bleriot and his monoplane flyer at the spot where he landed in the Northfall meadow, behind Dover Castle, on Sunday morning, 5.20 a.m. (English time 5.14 a.m.), July 25th, 1909, after flying the Channel, having left the French coast at Baraques at 4.40 a.m. (French time) the same morning. The constable on the right is P.C. Stanford, who is believed to be the only person who actually saw M. Bleriot alight on British soil. M. Bleriot himself is easily identified in front in his overalls and aviator's cap.

Besides, although only 36, he has five children to think of, and there is after all some risk attached to the game which even M. Bleriot's phenomenal good luck might not for ever tide over. Let us, at least, wish him every success and all good fortune in—if it should prove to be—his last flight. It is nevertheless now said that, upon more mature thought, Madame Bleriot has since then withdrawn her embargo, so we may still hope to see M. Bleriot soar to even greater achievements.

Lost in Mid-Channel.

It must have been a unique experience when M. Bleriot lost himself in mid-Channel, and it can hardly have been without a tremor that he realised himself absolutely "at sea," although only 10 minutes, as to which way to go. It was a phase of the Channel flight which a good many people had anticipated and against which the more or less elaborate precautions that were proposed in the way of motor boats, &c., were in part to guard. That the first pilot should actually find himself in this predicament, no one of course expected, for most people naturally believed that no one would make the attempt without taking many precautions. To this extent M. Bleriot's flight may possibly be regarded as somewhat foolhardy, and the fact that he so quickly outpaced his convoy the destroyer, certainly rendered his position extremely hazardous had any accident happened; M. Bleriot himself admits as much. But fortune favoured him so that he kept his course. Speaking about his experience, M. Bleriot makes the curious remark that during the time when he was out of sight of land and other definite objects he "felt as if he was not moving."

The Commercial Side.

Naturally enough M. Bleriot's success will give a tremendous impetus to his own aeroplane business, quite apart from the enormous lift which the entire industry, at home as abroad, will receive from his epoch-making exploit.

Even as it is he has sold 15 of his machines since he started to take orders for them only a short time ago. He has also secured the monopoly of the Anzani engine which performed so well, and upon which so much of the success of the flight depended that, next to M. Bleriot, M. Anzani has naturally come in for much of the credit attached to this great historic flight.

Chevalier Bleriot.

M. Bleriot arrived in Dover clothed in a cork jacket and overalls, and the more orthodox garments in which he subsequently appeared were on loan from Mr. Hart O. Berg—the European concessionaire of the Wright aeroplane, who happened to be staying at the Lord Warden Hotel. Mr. Hart O. Berg is a Chevalier of the Legion of Honour and his coat was decorated with the ribbon, which M. Bleriot desired to remove. Mr. Hart O. Berg remonstrated with him, however, saying that he was sure to have the right to the ribbon himself before long, and sure enough during breakfast came a telegram from France saying the Government had already conferred the honour.

Half Share with Latham.

With sportmanlike generosity M. Bleriot offered to share the £1,000 *Daily Mail* prize with Mr. Latham if his rival should succeed in making the crossing during Sunday. But as Mr. Latham remained on the French coast M. Bleriot was not called upon to put his offer into effect.

The Flyer in London.

Motoring in the vicinity of Dover, Mr. Gordon Selfridge, one of the heads of the great Oxford Street emporium, heard of the successful flight, and making his way to where the machine was surrounded by a crowd of spectators, he there and then arranged with the *Daily Mail* to have the flyer on view in his own showrooms in Oxford Street for the London public to see, and agreed to pay the sum of £200 to the London Hospital—an institution selected by the *Daily Mail*—for the privilege accorded. By this smart action on the part of a businesslike man, M. Bleriot's aeroplane was not only brought to London, but was actually on view by 10 o'clock on Monday morning, huge crowds flocking in from the earliest moment to avail themselves of the unique opportunity of inspecting its details. During the first three days of the week the stream of sightseers was constant, so much so that Messrs. Selfridge arranged to keep the monoplane for a further twenty-four hours, and, to enable as many as possible to see it, kept the part of their premises in which the machine was housed open until midnight on Thursday.

Bleriot and the Customs.

The Customs officers, who were among the very few actual spectators of the arrival of M. Bleriot on the English coast, were very properly among the first to accost the pilot after his unconventional descent on British soil. With fitting forbearance, however, they recognised that it was only "one of those flying-men," and therefore made no attempt at an inspection for contraband.

Sixpence Admission.

After the initial excitement had somewhat abated, a tent was erected as a temporary housing for Bleriot's flyer, and, in aid of local charity, a fee of sixpence was charged for the admission of the public, who hastened up in numbers to see the machine which had thus come so strangely in their midst.

The Prize and its Presentation.

By crossing the Channel M. Bleriot had gained the £1,000 which the *Daily Mail* put up for this event, and the presentation of the cheque took place in the Savoy Hotel on Monday afternoon of this week. The gathering at the luncheon which preceded the formality was as notable as the occasion itself; among those present who supported Lord Northcliffe at the reception being the Right Hon. R. B. Haldane, Sir Edward Ward, Sir Thomas Lipton, Bart., Sir Horace Regnart, Bart., Sir Arthur Paget, Sir John Barker, Sir Francis Trippel, Sir Vezey Strong, Sir Thomas Dewar, Major Baden-Powell, Col. Capper, Capt. Jessel, Lieut. Shackleton, Hon. C. S. Rolls, Hon. Charles Russell, Mr. Roger Wallace, Mr. Frank Butler, Dr. R. T. Glazebrook, Mr. Moberly Bell, Mr. St. John Hornby, Mr. Kennedy Jones, Mr. Hugh Spottiswoode, Mr. Harold Perrin, Mr. H. Gordon Selfridge and Mr. George R. Sims. Altogether there must have been nearly 150 people present, and there were certainly as many more outside waiting for an opportunity to cheer Mons. and Madame Bleriot, who were both happily able to be present.

Lord Northcliffe first of all made the announcement that the Aero Club of the United Kingdom had decided to present M. Bleriot with its Gold Medal, and then he presented M. Bleriot with a large silver rose-bowl on behalf of the British representatives of the Bleriot firm.

The final proceeding was to present the *Daily Mail* prize of £1,000 in two £500 note which were contained in a letter-case enclosed in a handsome silver cup. In his speech Lord Northcliffe paid very proper tribute to M. Bleriot's achievement, and incidentally took the opportunity of drawing attention to Lieut. Shackleton's presence among the guests, saying how pleasant it was that they were thus able to entertain at one and the same time such typical heroes of the respective countries. According to Lord Northcliffe, almost all good things had, like M. Bleriot, first "come out of France," for so many of the leading modern inventions had been due to the work of Frenchmen. In making the actual presentation, Lord Northcliffe concluded his remarks with a short speech of congratulation in French.

M. Bleriot, in reply, spoke a few sentences characteristic of his modest personality, in which he attempted to belittle his successful effort. But in that, needless to say, his words carried no conviction to the enthusiastic assembly.

The Wireless Story.

Although less exhaustive in its detail as compared with the wireless messages exchanged between Sangatte and Dover on the occasion of Mr. Latham's attempt, the following brief record is of historic interest:—

Calais, by Marconi Wireless, via Dover.

- 4.36.—Bleriot has started; look out for him. We saw him at 4.35. He started from Les Baraques.
- 4.40.—He is nearly half way across.
- 4.47.—He has outdistanced the boat.
- 4.50.—He is out of sight of French coast.
- 4.56.—Destroyers are now out of sight and far behind.
- 4.59.—Bleriot flew with perfect steadiness till out of our sight, not very high above the water.
- 5 a.m.—Let us know as soon as you see him.

From the Dover side, unfortunately, the wireless operators entirely failed to locate Bleriot during his flight, although the torpedo boat was first sighted by them at 5.6 a.m., and its movements recorded every few minutes. Not until 5.31 a.m. had the rumour of Bleriot's landing at 5.20 a.m. reached them, to be finally confirmed by wireless to Calais at 5.52 a.m.

Celebrating the Occasion.

Other more or less important and pleasing functions which have marked the greatness of M. Bleriot's feat have included a civic reception at Dover on Monday morning, when the hero of the hour was on his way to be lionised in London, a dinner given in his honour that evening by the well-known Bleriot Lamp Company of London, a reception by the management at the Empire Theatre later the same evening when animated pictures were shown typical of the aerial trip across the Channel, and, by no means least, the dinner given by the Aero Club at the Ritz Hotel on Tuesday, when their Gold Medal was presented. Also it is significant to observe that a movement is already on foot to erect a commemoration column at Dover on the spot where M. Bleriot alighted.

M. Bleriot in Paris.

When M. Bleriot and his wife arrived in Paris on Wednesday afternoon, they were greeted by a surging crowd of people who simply swamped the extra force of police which had been detailed to keep the road clear. As soon as the train steamed into the station the crowd surrounded the carriage in which M. Bleriot and his party were, and they had great difficulty in fighting their way to the spot where M. Barthou and the deputation of the members of the Aero Club of France were waiting to



M. Bleriot on board his monoplane, and M. Anzani, the designer and constructor of the motor used by M. Bleriot.

receive them. All along the four miles which separates the North Station from the Aero Club house, the streets were lined with cheering people, and every vantage point had its occupant who waved a flag or a handkerchief. On arrival at the Aero Club, the guests were welcomed by the President, Comte de la Vaulx, who presented M. Bleriot with the Club's special Gold Medal.

Later in the day, M. Bleriot was presented by his workmen with an *objet d'art*, entitled *Le Cri de la Victoire*, executed by M. D. Grisand.

Bleriot Monoplane Fabric and Fittings.

It is of interest to notice that the material of which the planes of M. Bleriot's monoplanes were made was Continental aeroplane sheeting, which is used on many of the most successful flying machines of to-day. Another point of interest is that the Bowden wire mechanism was used by M. Bleriot for the control of the Anzani motor on his flyer.

Faked Cross-Channel Photos.

In the interests of historic accuracy it is very important to publish a warning against many of the extremely clever but totally imaginative photographs of M. Bleriot's cross-Channel flight that have appeared in various papers during the week. For our own part we have exercised the greatest care in accepting any of the dozens of photographs that have been offered to us, and have studiously rejected all those which are obviously "fakes." In days to come, those looking back upon the present records may well be misled by some of the photographs in question, and even their absence from our own columns may fail to afford the necessary clue. As a matter of fact, no known photographs were obtained of M. Bleriot's flight while he was still in mid-air, in any case, subsequent to the time that he passed above the French torpedo boat.

LATHAM'S SPLENDID SECOND ATTEMPT.

IN cheering the success of Bleriot, it is impossible not to sympathise with the disappointment of the vanquished. Mr. Latham's machine was ready on the Sunday to fly, but by the time he had heard of M. Bleriot's start it was too late, for the wind increased in force very quickly, and although Mr. Latham might, had he been left to his own devices, have actually made the attempt that day, he was formally forbidden to do so by MM. Levavasseur and Gastambide, his co-directors. Naturally, he was upset, for it was the disappointment of a lifetime, but he remembered all the same to send a message of cordial congratulation to M. Bleriot on his landing, and that he is in no way disheartened may be gathered from the fact that he added, "Hope to follow you soon."

It was then reported that he contemplated going one better, by flying from Calais and continuing as far as London. Be this as it may, on Tuesday, July 27th, Mr. Latham made a fresh attempt to fly the Channel, this time failure occurring only within a mile or so of the British shore. It is almost impossible to do justice to an occasion so extraordinary, or to express adequately the regret which all the world feels in sympathy with one who has tried so gamely once again, and lost. Pluck and perseverance have not sufficed to prevail over misfortune, but that the laurels of success should have been lost while the crowd yet cheered what they supposed would be a victory was hard indeed.

Tuesday morning in Calais was sufficiently fine and calm for Mr. Latham to decide upon waiting no longer. Rising at dawn, he made a short trial flight to test his newly-arrived machine, but unluckily when landing some slight damage was sustained, and it was not until 5.50 that evening (English time) that he actually left the French shore at Cap Blanc Nez for the passage. Flying extremely fast, Mr. Latham mounted steadily upward as he raced along at a terrific speed, and to anxious watchers on the French cliffs all seemed well, in view of the splendid start that had been accomplished. Very soon those at Dover sighted the speck in the distance, which gradually evolved into the white-winged Antoinette monoplane, and henceforth the eyes of some 40,000 spectators or so were gazing excitedly at the wondrous sight. Nearer and nearer came the flyer, and more and more demonstrative became the enthusiasm of the people. From all sides sirens shrieked their welcome through the air; but even

while the clamour was at its height the end came. From its straight course the aeroplane turned suddenly aside, made a sharp descent, recovered its direction, and again lost it, all in a moment; then, to the horror-struck gaze of the spectators, the flyer glided sharply down on to the water. The anti-climax was so sudden and unexpected that for the instant tense silence greeted the catastrophe, and then, what a commotion! Everyone to the rescue, whether they could get there or not; out sped cutters, pinnaces and tugs, the sea was alive with driven craft converging on a point, not forgetting the French destroyers which were gradually closing up the intervening space between themselves and the scene of the collapse. It was, however, the steam pinnacle of the battleship "Russell" which won the race, but Mr. Latham, who was temporarily safe on his floating air-craft, elected to go aboard one of the French boats which by this time had reached the scene of action. In the descent on the water Mr. Latham's goggles had been broken and his face cut by the glass, so that he needed surgical aid, and it was not for some little time afterwards that he was put ashore at Dover.

Mr Latham attributes the failure of the 100-h.p. Antoinette motor to the same cause as on the previous occasion with his smaller motor, but thinks that they were in no way brought about by the rain which was falling rather heavily during the greater part of the trip. The failure of the engine was quite sudden, and the gliding descent very much more acute than upon his first attempt. Mr. Latham does not appear to have lost control of his machine in any way, and it is therefore hardly correct to say that it "fell" into the water. Its buoyancy was again demonstrated in spite of the fact that the fore-part of the machine dived under the water owing to the weight of the motor.

It was not until early on Wednesday morning that the "Antoinette VII" was successfully salvaged. About midnight on Tuesday the Calais tug-boat "Calaisien" took charge of the aeroplane, which had by that time drifted towards St. Margaret's Bay, and the captain decided to tow it to Calais. Although the work was slow and difficult, the French port was eventually reached, and the machine hoisted out of the water by cranes. It was placed in a warehouse, and carefully guarded to prevent a repetition of the damage done to the "Antoinette IV" by relic hunters.



£4,000 CHANNEL PRIZE FOR ENGLISHMEN.

BARON DE FOREST has made a most munificent offer to encourage flight in this country, for he has placed a sum of £4,000 to be awarded as a prize for the first Englishman who crosses the Channel on a British-built aeroplane. Originally the sum he offered was £2,000, but directly he heard of M. Bleriot's success he doubled the amount. The letters in which Baron de Forest makes public his gift are addressed to the Editor of the *Daily Mail*, as follow:—

"I am writing to you to say that while the prize offered by the *Daily Mail* for the first successful flight across the Channel is an incentive to the cause of general progress and science, yet I cannot but view with a certain degree of uneasiness the imminent realisation of an eventuality which even twelve months ago seemed but the wildest chimera; and I think that the extraordinary progress accomplished in aviation during the last year decidedly places the practicability of an invasion of this country through the air within the bounds of a perfectly reasonable and not far distant possibility.

"I think that the feeling of apprehension increases when it is observed that the candidates for the *Daily Mail* prize at present in the field are all foreigners about to compete on foreign-built machines.

"While this should not be considered as an argument for Tariff Reform, but rather as one for protection in the better and more national sense of the word, I think that some good purpose may be served by a prize being offered to the first Englishman who successfully flies across the Channel on an English-built machine.

"I beg to subscribe £2,000 for that purpose, and I hope that further amounts may follow.

"Spencer House, St. James's, July 25th.

DE FOREST.

"P.S.—By Englishman I mean to include Irish and Scotch. The definition of flying had better be the same as that governing the conditions of the present prize.

DE F."

"Wrote and sent you letter this morning, before I heard of M. Bleriot's feat. Will now double amount offered, but winner must beat the then existing time record for the flight. All other conditions hold good.

"Folkestone, Sunday Afternoon.

DE FOREST."

AERO CLUB OF THE UNITED KINGDOM.

OFFICIAL NOTICES TO MEMBERS.

Fixtures for 1909.

August 28 ... Gordon-Bennett Aviation Cup, Rheims.
October 3 ... Gordon-Bennett Balloon Race, Zurich.

Committee Meeting.

A meeting of the Committee was held on Tuesday, the 27th July, when there were present: Mr. Roger W. Wallace, K.C., in the chair, Mr. Griffith Brewer, Mr. Ernest C. Bucknall, Mr. Martin Dale, Mr. John Dunville, Prof. A. K. Huntington, Mr. V. Ker-Seymer, Mr. F. K. McClean, Hon. C. S. Rolls, Mr. Stanley Spooner, Harold E. Perrin, Secretary.

New Members.—The following new Members were elected:—

Augustus W. Addinsell, M.D.	Maxwell Graham.
Robert W. Beare.	Christopher James.
Ivor A. de la Rue.	Arthur Seymour.
Leo Finot.	E. W. Touboul.

The next Committee meeting will take place on Tuesday, August 10th.

Banquet to M. Louis Bleriot.

It was very late Monday evening when M. Louis Bleriot accepted the invitation of the Aero Club to dine the following evening. Circulars were immediately got ready, but it was midnight before they reached the post, and consequently members residing in the country did not receive the notification in time to enable them to be present. However, over one hundred members and friends attended at the Hotel Ritz on Tuesday evening. Mr. Roger W. Wallace, K.C., occupied the Chair. The French guests included:—M. Louis Bleriot, Madame Bleriot, M. le Blanc, M. Raoul Duval, and M. Fournier.

Telegrams regretting their inability to attend were received from Mr. Asquith, Mr. R. B. Haldane, Mr. McKenna, Mr. A. J. Balfour, the French Ambassador, Earl Roberts, and Colonel J. E. Capper.

M. Louis Bleriot was presented with the Aero Club's Gold Medal, and was unanimously elected a Member of the Club.

Amongst the Members present were the following:—

A. W. Addinsell, C. A. Bettington, C. Browne, T. B. Browne, F. H. Butler, E. Bucknall, Dr. Black, R. A. Collingwood, F. Coleman, Mrs. Coleman, Kenneth R. Campbell, Mrs. Campbell, Lieut.-Col. Call, General Cummins, A. Duckham, Mrs. John Dunville, Martin Dale, T. W. Staplee Firth, Mrs. Staplee Firth,

Flight in England.—Roe's Progress.

MR. A. V. ROE is making good progress in flight, in spite of the difficulties under which he works. On Friday of last week, July 23rd, he made four successful attempts, of which three were flights of some 300 yards in length each. In the first flight Mr. Roe failed to fully accelerate his engine, and the machine alighted after a brief ascent, but on the second, third and fourth flights, he got going properly and ascended to an altitude of from 6 ft. to 10 ft. above the ground. The last of these flights landed the machine in a corner of the ground which was exposed to a change of wind, and some slight damage was done in descent. Ordinarily, Mr. Roe keeps within an area shielded by a bank of high trees where the mud conditions, if not good, are at least fairly uniform.

Lea Marshes, where Mr. Roe is experimenting, are not ideal, but the young aviator is making the best of his environment, and considering that he is practically

Wilfrid Firth, A. R. Fenn, L. Finot, C. B. Grey, P. Gardner, R. Glynn, Hon. Mrs. Assheton Harbord, A. C. Hunter, Captain Davidson Houston, Professor A. K. Huntington, A. Preston Hohler, Baroness von Heeckeren, A. T. Salisbury Jones, David H. Kyd, V. Ker-Seymer, W. J. S. Lockyer, Robert Loraine, Theodore Lumley, William McClean, F. K. McClean, F. Sanders Morris, Harold E. Perrin, Mrs. H. E. Perrin, M. Picard, Henry Rutter, Hon. C. S. Rolls, Noel Richardson, Gordon Selfridge, S. Schiff, C. Halle, S. Spooner, T. P. Searight, E. O. Sachs, Mrs. E. O. Sachs, J. Stenbury, Mrs. Stenbury, Hon. Arthur Stanley, M.P., Colonel Templer, G. Holt Thomas, Colonel Trollope, Robert Todd, A. Vincent, E. Wallace, A. Wyllie, M. Bruce-Williams, Mrs. Bruce-Williams, C. F. Wahl, Warwick Wright.

Gordon-Bennett Aviation Cup.

The Committee of the Aero Club have nominated Mr. G. B. Cockburn as one of the team of three to represent the Aero Club in the Gordon-Bennett Aviation Cup Race at Rheims on August 28th, 1909. Mr. Cockburn made a flight of 18 minutes at Chalons on Sunday last.

Hotel Accommodation at Rheims.

From enquiries made, it appears that most of the hotels at Rheims are booked up for the Rheims Aviation Week. A few rooms, however, may be obtained at Le Grand Hotel, and Members are advised to write there direct as soon as possible.

Gordon-Bennett Balloon Race.

The Committee of the Aero Club have nominated Mr. Griffith Brewer to represent the Club in the Gordon-Bennett Balloon Race from Zurich on October 3rd.

The following reserves were appointed:—

F. K. McClean, A. M. Singer, John Dunville.

Balloon Ascents.

June 30th, 1909, "Icarus." B. H. Barrington Kennett, Douglas Hall and C. F. Pollock.

June 30th, 1909, "Satellite." A. M. Singer.

July 1st, 1909, "Hanover II." Prof. A. K. Huntington.

July 2nd, 1909, "Satellite." A. M. Singer and C. F. Pollock.

July 3rd, 1909, "Imp." Hon. C. S. Rolls.

July 3rd, 1909, "Thistle down." C. A. Moreing and C. F. Pollock.

HAROLD E. PERRIN, Secretary.

The Aero Club of the United Kingdom,
166, Piccadilly, W.

working single-handed, he progresses as fast as can be expected. He is attempting a difficult feat in any case, to fly with an engine of only about 10-h.p., and the fact that he has succeeded thus far is very encouraging.

Flying in Scotland.

HAVING now completed their biplane, Messrs. Harold and Frank Barnwell have been experimenting with it at Stirling. On Wednesday, with Mr. Harold Barnwell at the wheel, after a run along the ground the aeroplane rose gracefully and flew for about 80 yards, when it suddenly came to the ground. The machine was damaged, and Mr. Barnwell sustained a few cuts but no serious injury. He attributes the mishap to an error of judgment in steering.

On the same day, an aeroplane was tried at Colinton, about 3 miles from Edinburgh, but a slight accident to the machine prevented any extended trials being made.

AVIATION NEWS OF THE WEEK.

Orville Wright Flies for an Hour with Lieut. Lahm.

ON Thursday of last week Orville Wright at Fort Myer made two good flights, and during the second a speed of $54\frac{1}{2}$ miles an hour was obtained. On Saturday last, in the course of a twenty minutes' flight with and against the wind, an average speed of 47 miles an hour was attained. He was to have taken up Lieut. Lahm, the well-known American aeronaut, but a slight accident to one of the landing skids entailed a postponement of this trip.

By cable we learn that the first of the official tests was made on Tuesday last. The conditions imposed were that the machine should remain in the air for an hour carrying two persons. Shortly after half past six on Tuesday afternoon, Orville Wright announced that he was ready and Lieut. Lahm was invited to take the passenger's seat. A few minutes after the trigger was pulled and the flyer glided down the starting rail and commenced its flight, just as President Taft arrived on the ground to witness the flight.

Altogether Orville Wright circled round the ground sixty-six times, during which it is estimated that he covered about 45 miles, the exact time occupied being 1h. 12m. 40s. For the first two or three circuits a fairly constant altitude of between 50 ft. and 60 ft. was maintained, but later the height varied considerably. Needless to say on coming to earth Orville Wright received a great ovation from the crowd who had watched the flight.

Sommer, French Record-Holder.

ON Thursday, the 22nd inst., at Chalons, Sommer slightly bettered his record of the previous Sunday by flying on his Farman biplane for 1h. 5m. 30s. He also made a flight lasting 38 mins. On Wednesday last he succeeded Mr. Henry Farman as the French record-holder by flying for half-a-minute longer than the last record. His flight, on a Farman machine, lasted for 1h. 23m. 30s.

Activity at Chalons.

A VERY active band of experimenters are busily at work at the present time gradually getting themselves accustomed to travelling through the air. On the 21st inst., M. A. Fournier had his Voisin biplane out and made six flights, each time making two complete circuits of the parade ground, a distance of about 6 kiloms. M. Colliex was also experimenting with his Voisin machine and flew round the ground once, and Capt. Burgeat on his Antoinette monoplane flew for a distance of about 600 metres. During the evening of the same day, Henry Farman and Mr. Cockburn made several flights on the Farman machine. After Farman had made a couple of solo trips and Mr. Cockburn had flown four times by himself, Mr. Farman took up Mr. Cockburn for a flight. The next day Mr. Farman was aloft for about 15 mins., during which he made an excursion across country in the direction of Vadenay. Mr. Cockburn was also practising, and made a flight of about 11 kiloms. in length.

A Cyclone Ends Vichy Meeting.

THE aviation meeting which had been held during the past week at Vichy was perforce brought to an abrupt termination on Sunday last by a cyclone which visited

the neighbourhood. Large crowds of people gathered on the flying ground in order to witness the flying during the afternoon, when suddenly rain began to fall. In a few moments a terrific storm was in progress, accompanied by thunder and lightning. The grand stand was blown over and the aeroplanes of MM. Tissandier, Paulhan, Zipfel and Capt. Ferber were considerably damaged.

During the week, the only two aviators who met with any success in the competitions were Tissandier and Paulhan. The former secured the Grand Prix de Vichy, his best time for the 20 kiloms. being 22 mins. 55 secs., while Paulhan was awarded the Prix de la Traversée de l'Allier, his time for 25 kiloms., including two crossings of the Allier river, being 5 mins. 1 sec., beating Tissandier by $\frac{2}{5}$ sec. On Friday of last week M. Paulhan had rather an exciting experience during an attempt for the Allier prize. Apparently, something went wrong with the biplane, for it commenced to descend, and eventually landed on a small island in the middle of the river. Both the aviator and the machine were safely rescued, and a little later M. Paulhan made a short flight. On the previous day, the spectators witnessed an unusual sight, for while M. Tissandier was making his winning flight on his Wright machine for the Grand Prix de Vichy, M. Paulhan commenced a flight on his Voisin apparatus and the two flyers had a race for two or three rounds of the course. Naturally, this roused the enthusiasm of the onlookers to a high pitch. Later, on the same day, M. Tissandier arranged to make a flight with M. Rene Gasnier as passenger, but the starting rail fouled the rudder just as the machine rose in the air, causing it to fall, with the result that one of the propellers and the runners were damaged. On Saturday last, Capt. Ferber made some attempts at flight, but could not get his engine to work properly, and so did nothing better than a few "hops" of about 50 metres in length. It was on Saturday that M. Paulhan made his winning flight for the Allier prize. The Hennessy prize for the machine which was in the air for the longest time at the meeting was won by M. Tissandier, his flights totalling to 1 hour 23 mins., while Paulhan's total was 1h. 21m. 58 $\frac{1}{2}$ s. The prize for the best time over one circuit of 1666 kiloms. was won by M. Tissandier in 1 min. 52 secs., M. Paulhan's being second with 2 mins. 19 secs.

Flight on Seven Days a Week.

FROM the end of September Mr. Latham it is stated is going to attempt for the ensuing month the feat of flying seven days a week regularly in order to demonstrate the practical value of the modern machine.

A Wright Flyer in Holland.

M. LEFEVRE, who has obtained delivery of one of the Wright flyers, has been successfully experimenting with it in the neighbourhood of The Hague. No very lengthy flights have been made up to the present, the longest being about $3\frac{1}{2}$ kiloms., during which the aviator flew over woods and across country.

Funds for Aeronautical Research.

INCLUDED in the Civil Service Estimates for 1909-10, was a sum of £57,964 for scientific investigation, &c., of which £13,000 was allocated to the Royal Society.

This grant has now been increased by one-half, and the additional £6,500 is described as a grant in aid of the expenses of the aeronautical section of the National Physical Laboratory. The expenditure out of this grant will not be subject to audit by the Comptroller and Auditor-General, nor will any unexpended balance be liable to surrender at the end of the year.

French Honours for Aviators.

JUST before the resignation of the French Cabinet, M. Louis Barthou signed a decree conferring various decorations of the Legion of Honour upon many distinguished French aviators, and these were published on Sunday last, at the time when M. Bleriot was flying across the Channel. The list of honours is headed by M. Leon Bollee, who has been a Chevalier for ten years and is now made an Officer of the Legion, while those upon whom the honour of Chevalier is conferred include MM. Bleriot, Leon Delagrang, Levavasseur, Ernest Archdeacon, Tatin, Mallet, and Soreau.

Cross-Channel Prizes.

OWING to not having given the requisite thirty days' notice of his intention to cross the Channel, M. Bleriot did not secure the prize of £500 offered by MM. Ruinat, Pere et Fils. This is therefore still open. Also, as a tribute to Mr. Latham's pluck, the proprietors of the *Daily Mail* have offered a £100 silver cup as a consolation prize for the second aviator who succeeds in flying across the Straits of Dover.

M. Bleriot and the London to Manchester Prize.

AT the dinner which was given by the Aero Club of the United Kingdom to M. Bleriot on Tuesday evening, when he was presented with the gold medal of the Club in commemoration of his Channel flight, it was announced that M. Bleriot was arranging for one of his machines to make an attempt during October next to fly from London to Manchester. There is little doubt M. Bleriot will not pilot the machine himself, and it is probable that he will allow one of his friends to take the place of honour.

Another £1,000 Prize.

As providing a sort of preliminary canter for the *Daily Mail* prize for a flight from London to Manchester,

aviators should welcome the prize of £1,000 which has been offered by Sir W. Hartley for a flight in a heavier-than-air machine from Liverpool to Manchester. The event is international, and will hold good for six months. Flights can be made any time between sunrise and sunset, but twelve hours' notice must be given to the *Liverpool Daily Post*, who are in charge of the competition. The aviator must start from within the boundary of Liverpool and land without any intermediate stoppage within the boundary of Manchester.

A Further British Prize.

ANOTHER prize for cross-country flight has been added to the all too small list of prizes which have been offered in this country. Mr. F. W. Austin, of the Knoll, Orpington, Kent, has offered a prize of £250 to the first aviator who shall fly from any point, not less than 15 miles from Orpington, and land on a site which Mr. Austin will provide with accommodation, &c.

An Australian Prize.

As showing the interest which is being taken in aviation by our cousins in Australia, it is interesting to note that a prize of £5,000 has been offered by the Australian Minister of Defence for the invention of an aeroplane for defence purposes. The offer has been made to the newly-formed Australian Aerial League conditional upon its raising a further sum of £5,000 outside the Government prize. Only Australian inventors are eligible to take part in the competition.

A British-built Flight Engine.

THE Green's Patent Aerial Engine, which attracted so much attention at the Aero Show in March, is, we are informed, more than justifying the claims that were then made for it. It will be remembered that a weight of 4 lbs. per h.-p. was then promised, but it is now shown in actual practice to be only a little over 3 lbs. This for a water-cooled engine, complete with fly-wheel and magneto, is a very fine showing, and should give very strong hope to believers in British supremacy that something may shortly be done this side of the Channel to make up for lost time in aviation matters.



A couple of "snaps" of M. Bleriot and his friends returning to the hotel after his flight, on the left, and on the right M. Bleriot, indicated by a white mark, is submitting to the enterprising photographer, after greeting his friends from Calais. We are indebted to Mr. G. G. Ashley, of Merton, one of our readers, for these two interesting souvenirs of the great day.

Motors for the "Morning Post" Airship.

THERE is a possibility that the airship which is to be purchased by the *Morning Post* fund will not be entirely of foreign construction, for it is announced that MM. Lebaudy Frères are open to receive tenders for the the motors from British firms. The engines should be thoroughly good carriage motors of 135-h.p. each, and the tenders should be accompanied by a specification giving the overall dimensions, weight, price, number of revolutions per second, direction of rotation, consumption of petrol, water, and oil, full description and advantages of the particular system, and time required for construction and delivery.

The Army Requirements.

ON Tuesday last, in the House of Commons, Mr. Haldane was interrogated regarding military dirigibles. He said that the requirements of the Committee of the *Morning Post* National Airship Fund represented the views of the military authorities regarding the dirigible to be purchased by that Fund. Until further reliable data were obtained, the War Department did not propose to construct a vessel on similar lines. The Department was in close touch, and was consulting with, the Advisory Committee on Aviation on various points. Asked whether he proposed to devote any of the ample funds for the purpose to the purchase of airships which may prove efficient after actual trial in this country, Mr. Haldane nodded assent.

"Parseval III" Journeys by Train.

FOR a fortnight from the opening of the Frankfort Exhibition "Parseval III" was kept ready at Bitterfeld waiting for a favourable opportunity to make the journey to Frankfort. As, however, the weather seemed past all hoping for, it was decided on Saturday last to deflate the gas-vessel, and on Monday the dirigible was packed into railway trucks and despatched by rail to the Exhibition.

"Zeppelin II" Repaired.

FOR the first time since the accident about two months ago at Goppingen, "Zeppelin II" was given a trial trip on Tuesday last, and it was intended that she should have made the voyage to the Exhibition at Frankfort last night (Friday).

British Airships. An Offer from Mr. Edge.

PROMINENT amongst those who have turned their attention to the urgent need which this country has for military airships of its own, is Mr. S. F. Edge, who has during the past week come forward with a proposal concerning an Edge-Spencer-Napier airship. In a lengthy communication which he has issued on the subject, he enlarges upon the risks which are being run by Great Britain until she has an aerial fleet that is comparable with those of our Continental neighbours, and he couches a definite offer to any would-be guarantors who may feel disposed to join him, in the following words:—"Providing that the sum of £12,000 (twelve thousand pounds) can be raised, I am prepared, in conjunction with Messrs. Spencer and Messrs. Napier, to undertake the manufacture of an airship. This £12,000 would only represent out-of-pocket expenses, and possibly such expenses would hardly reach this sum."

Etablissements Hutchinsen.—According to the annual report of this well-known firm of tyre makers, the net profit for the financial year 1908-9, amounted to 1,333,080 frs. (£53,323) as against 1,305,579 frs. for the preceding twelve months. Including the carry-over from last year, the company has altogether 1,360,927 frs. (£54,437) for disposal, which will be utilised to pay 50 frs. dividend on the ordinary shares and 30 frs. on the preference shares.

CORRESPONDENCE.

* * * The name and address of the writer (not necessarily for publication) MUST in all cases accompany letters intended for insertion, or containing queries.

ANOTHER PROPELLER CHALLENGE.

To the Editor of FLIGHT.

SIR,—We have much pleasure in accepting the challenge issued by Mr. Hollands in last week's issue of FLIGHT for a competitive trial of efficiency of his propeller against one of our design.

We would suggest that each type be tried on the same aeroplane under actual working conditions, the propeller which gives the best results being awarded the palm. We should be pleased to do this on any of the machines which we are at the present time building, when they are completed.

We give Mr. Hollands the following list of machines to choose from:—

	Speed of the machine through the air (est.).	Max. space available for propeller.	Speed of shaft.	Total h.p.
Monoplane ...	50 m.p.h.	2 6 ft. 6 ins. dia.	600	25
Double biplane 40 "	"	2 7 " 0 "	500-700	45
Biplane ...	35 "	2 7 " 0 "	500	30

We shall be pleased to give him any further details that will enable him to try the best possible propeller of his type. We await his choice as to the machine on which it is to be tried.

We are, Sir, yours faithfully,

HANDLEY PAGE, LTD.,
HANDLEY PAGE, Man. Director.

[Other correspondence is unavoidably held over.—Ed.]

✱ ✱ ✱ ✱

NEW COMPANIES REGISTERED.

M. L. Co., Ltd., 1, Albemarle Street, W.—Capital £2,000, in £1 shares. Manufacturers of and dealers in cabs, cars, flying machines, &c. First directors, R. H. Miller and E. H. Lancaster.

Planes, Ltd.—Capital £10,000, in £1 shares. Aeroplane, balloon, kite, flying machine, and aquaplane boat builders and proprietors. First directors, W. P. Thompson, R. C. Fenwick, T. Shellcross, and W. H. Beeston.

Wellington Motor and Aerial Navigation Co., Ltd.—Capital £40,000, in 38,750 10 per cent. cumulative preference shares of £1 each and 25,000 ordinary shares of 1s. each. Formed to acquire the business and undertaking of the Motor Manufacturing Co. (1907), Ltd. First directors, H. S. Foster, J.P., A. B. Burgess, and F. W. Wellington.

BACK NUMBERS OF "FLIGHT."

THE publishers have pleasure in announcing that they have secured a few of the back issues of FLIGHT, and any of our new readers who may wish to complete their sets may obtain the first thirty numbers for 3s. 9d. (abroad 5s. 7d.) post free, from the Publishers, 44, St. Martin's Lane, W.C.

FLIGHT.

44, ST. MARTIN'S LANE, LONDON, W.C.

Telegraphic address: Truditur, London. Telephone: 1828 Gerrard.

SUBSCRIPTION RATES.

FLIGHT will be forwarded, post free, to any part of the world at the following rates:—

UNITED KINGDOM.			ABROAD.		
	s.	d.		s.	d.
3 Months, Post Free ...	1	8	3 Months, Post Free ...	2	6
6 " " " ...	3	3	6 " " " ...	5	0
12 " " " ...	6	6	12 " " " ...	10	0

Cheques and Post Office Orders should be made payable to the Proprietors of FLIGHT, 44, St. Martin's Lane, W.C., and crossed London and County Bank; otherwise no responsibility will be accepted. Should any difficulty be experienced in procuring FLIGHT from local news-vendors, intending readers can obtain each issue direct from the Publishing Office, by forwarding remittance as above.